

[illegible]

She possessed considerable property, but did not leave Joel a cent, and he is not happy.

...the Court...
...the Fire-Marshal or the Chief of Police

which to my mind will very effectually meet t

Board of Public Works

Sold by Druggists throughout the United States

NUMBER. FIVE—THIRD EDITION. 1890.

FIRE!

The Business Centre
Threatened.A Magnificent Building in
Booksellers' Row De-
stroyed.The Surrounding Blocks
Endangered.After a Fight of Three Hours
the Firemen Subdue
the Flames.The Loss Estimated at Three Quar-
ters of a Million.All the Principal Insurance Com-
panies Involved.

Chicago has been visited by another large conflagration, this time right in the heart of its magnificent business centre, and a loss of nearly three-quarters of a million dollars of property is entailed, including the total destruction of a splendid office and the partial destruction of two others. The south end of the massive and palatial Booksellers' Row, on the east side of State street, between Washington and Madison, has succumbed to the fiery element, and for a time the flames bid fair to work destruction on one of the finest blocks in the land, if not on the elegant rows of buildings on the opposite side of State, Madison and Washington streets and Wabash avenue.

THE TELEGRAPH TOLD THIS MORNING. The monster came at the early hour of 4:45 o'clock this morning, stealing like a thief in the night and breaking out with great and sudden fury. The flames were first seen by Officer McShane, of Pinkerton's police, who was walking in front of Giles Bros. & Co.'s great jewelry store, Nos. 121 and 123 State street, adjoining the Booksellers' Row on the northeast corner of Madison, and they burst out from the front windows of the top or fifth floor in great volume. He ran to the corner of State and Randolph streets and gave the signal, but for some reason, at present unexplained, the bells did not ring, nor did they give the alarm when box 14, at Dearborn and Washington streets, was turned in by Sergeant McDonough, of Pinkerton's force. Officer Mead, of the regular police, finally succeeded in getting an alarm from box 19, corner Wabash avenue and Madison street. In the meantime, but twenty minutes after the fire broke out, at about 4:55, engine No. 13, stationed at Dearborn and Lake streets, answered before hearing the gong in their houses. By this time the magnificent structure, of five stories in height and 145 by 50 feet, was enveloped in a dense mass of flame and smoke, which shot upward and outward in heavy volumes. The puny efforts at first made were rendered ineffectual in effect as soon as the fire reached the second floor, when it was in a very few minutes after the bells rung. He gave a second and a third alarm, and called out eighteen engines and their auxiliaries. Heavy streams of water were soon poured into the burning pile, and on the surrounding property. The heat was intense, and warped and cracked the glass in the stores on the opposite side of the street, a hundred feet distant.

THE FIRE SPREAD. There was a vast amount of inflammable material on all sides, and the fire spread with alarming rapidity. The adjoining building on the south is the colossal one occupied by Richards, Shaw & Winslow, wholesale drygoods dealers, and but for the barrier presented by a heavy wall, it would have soon caught fire. The corresponding structure of Peter Pegg, on the north, was sorely threatened with total destruction by the force, and but for the prompt measures taken by the Marshall, would have been buried in the conflagration. Streams were taken up on the roofs of the buildings last mentioned and a steady torrent of water poured from top, rear and front.

THE CONSPIRACY MET. As before stated, will reach three-quarters of a million dollars. The first floor of Nos. 121 and 123 was occupied by Giles Bros. & Co., a retail jewelry establishment. It was one of the finest stores in the country, and was truly magnificent in its fittings, it containing many ornaments and works of art and virtue. The stock consisted of diamonds, watches, clocks, brooches and jewelry, valued at \$250,000, on which there was an insurance of \$150,000.

IN ALL the principal companies and agencies in the country, the policies ranging from \$2,500 to \$50,000 each, the fire occupied the store but a short time, taking it soon after it was visited by Keene, Cooke & Co., booksellers. Wm. A. Giles was on the ground in half an hour after the alarm was given, but not a dollar's worth—not an article, was saved from his store, nor from the floors above. The same firm lost \$100,000 in the great fire of 1871, and were located on the block next north, their store having then been occupied but a few months before.

THE LOSS. As before stated, will reach three-quarters of a million dollars. The first floor of Nos. 121 and 123 was occupied by Giles Bros. & Co., a retail jewelry establishment. It was one of the finest stores in the country, and was truly magnificent in its fittings, it containing many ornaments and works of art and virtue. The stock consisted of diamonds, watches, clocks, brooches and jewelry, valued at \$250,000, on which there was an insurance of \$150,000.

IN ALL the principal companies and agencies in the country, the policies ranging from \$2,500 to \$50,000 each, the fire occupied the store but a short time, taking it soon after it was visited by Keene, Cooke & Co., booksellers. Wm. A. Giles was on the ground in half an hour after the alarm was given, but not a dollar's worth—not an article, was saved from his store, nor from the floors above. The same firm lost \$100,000 in the great fire of 1871, and were located on the block next north, their store having then been occupied but a few months before.

THE LOSS. As before stated, will reach three-quarters of a million dollars. The first floor of Nos. 121 and 123 was occupied by Giles Bros. & Co., a retail jewelry establishment. It was one of the finest stores in the country, and was truly magnificent in its fittings, it containing many ornaments and works of art and virtue. The stock consisted of diamonds, watches, clocks, brooches and jewelry, valued at \$250,000, on which there was an insurance of \$150,000.

IN ALL the principal companies and agencies in the country, the policies ranging from \$2,500 to \$50,000 each, the fire occupied the store but a short time, taking it soon after it was visited by Keene, Cooke & Co., booksellers. Wm. A. Giles was on the ground in half an hour after the alarm was given, but not a dollar's worth—not an article, was saved from his store, nor from the floors above. The same firm lost \$100,000 in the great fire of 1871, and were located on the block next north, their store having then been occupied but a few months before.

THE LOSS. As before stated, will reach three-quarters of a million dollars. The first floor of Nos. 121 and 123 was occupied by Giles Bros. & Co., a retail jewelry establishment. It was one of the finest stores in the country, and was truly magnificent in its fittings, it containing many ornaments and works of art and virtue. The stock consisted of diamonds, watches, clocks, brooches and jewelry, valued at \$250,000, on which there was an insurance of \$150,000.

Hollister was absent at Riverside, and up to 8 p.m. had not come in. From Mr. Henry S. Carpenter, his representative, and a salesmen in the house, the writer learned that the fire was first seen to break forth from the upper floor of Nos. 121 and 123. No one was in their portion of the building at the time, and the origin of the fire is not known. There were no combustibles nor fires on any of the floors, and Mr. Carpenter is at a loss to account for its origin.

THE SECOND FLOOR. The second floor was occupied by carpet stock, the third by furniture, carpets, and drapery goods, fourth as a carpet-making department, and the fifth as a drapery manufactory. The entire stock on these floors was destroyed. Owing to the absence of Mr. Hollister, no estimate of the loss could be given, nor the amount of insurance. The damage will probably reach at least \$150,000.

THE SAME FIRM OCCUPIED THE FLOORS OF NO. 127 and 119, over James, McClurg & Co.'s book store, but no great damage resulted. The fire did not communicate with this building. The last named firm suffered no damage to their immense book stock.

Hollister & Co. employed 100 hands in the burned building. Their business will suffer only temporary interruption. Richards, Shaw & Winslow occupy the Boyce Building, on the corner of State and Madison. Their stock was damaged to the extent of \$40,000 by water. The building was damaged about \$10,000 worth. The insurance on stock. The insurance on stock is \$350,000, placed in numerous companies in this country, Europe and Canada.

POLITICAL.

The Governor of Mississippi Appeals
for Federal Protection.He Apprehends Bloodshed Over the Elec-
tion in August.

Minor Political Matters.

POLITICAL TROUBLES IN MISSISSIPPI. Special Dispatch to The Chicago Tribune. WASHINGTON, D. C., July 21.—The demand of the Lieutenant-Governor of Mississippi for troops to be sent to Vicksburg, in anticipation of a riot at the approaching election, is made necessary, it appears, by the fact that the State militia are, in effect, in a state of rebellion. They have in their possession all the State arms, and although the Governor has twice called upon them, in due form of law, to turn them over to the State authorities, they have refused to do so, and have accompanied their refusal with threats and ominous talk. Under the circumstances, the Executive would find himself, in case of a riot, almost helpless, and his only resort is the General Government. Believing that the request would be granted by the President, Secretary Belknap took the responsibility to-day to order two companies of regular troops to the scene of the anticipated trouble. If he should receive

ADVICE FROM THE SUMMER CAPITAL, to-morrow that the President will not interfere, he will regret his precipitancy. The struggle, of which it is thought violence will grow, seems to be between the whites who are striving to throw off the rule of their colored brethren, and the colored people who are striving to maintain the rule of the whites. The latter, wherever he has the upper hand in the South, does not appear to improve the opportunity to rule by a despotic hand.

THE REPUBLICAN CONVENTION OF WISCONSIN. Special Dispatch to The Chicago Tribune. JULY 21, 1874. The Wisconsin Republican Convention, to nominate candidates for State Senator, two Representatives, Sheriff, and Coroner, convened at the Court-house in this city to-day at 10 o'clock. The Hon. J. F. Dugout was called to preside over the temporary organization, and the Hon. J. B. Smith, Secretary, and John S. Phelps, Assistant Secretary. After appointing a Committee on Credentials and Resolutions, the Convention adjourned to meet at 10 o'clock. On reassembling it was moved and carried that the temporary organization be declared a permanent one. The Committee on Credentials reported a full representation from twenty-one out of twenty-three towns in the county.

THE CHOICE OF SENATOR BEING FIRST IN ORDER, A. J. Dugout was called to the second ballot, and was made the unanimous choice of the Convention. On the informal ballot for Representatives, the Hon. J. B. Smith was nominated, and the Hon. J. F. Dugout was re-elected. The Convention then adjourned to meet to-morrow at 10 o'clock.

THE CHOICE OF SENATOR BEING FIRST IN ORDER, A. J. Dugout was called to the second ballot, and was made the unanimous choice of the Convention. On the informal ballot for Representatives, the Hon. J. B. Smith was nominated, and the Hon. J. F. Dugout was re-elected. The Convention then adjourned to meet to-morrow at 10 o'clock.

THE CHOICE OF SENATOR BEING FIRST IN ORDER, A. J. Dugout was called to the second ballot, and was made the unanimous choice of the Convention. On the informal ballot for Representatives, the Hon. J. B. Smith was nominated, and the Hon. J. F. Dugout was re-elected. The Convention then adjourned to meet to-morrow at 10 o'clock.

THE CHOICE OF SENATOR BEING FIRST IN ORDER, A. J. Dugout was called to the second ballot, and was made the unanimous choice of the Convention. On the informal ballot for Representatives, the Hon. J. B. Smith was nominated, and the Hon. J. F. Dugout was re-elected. The Convention then adjourned to meet to-morrow at 10 o'clock.

THE CHOICE OF SENATOR BEING FIRST IN ORDER, A. J. Dugout was called to the second ballot, and was made the unanimous choice of the Convention. On the informal ballot for Representatives, the Hon. J. B. Smith was nominated, and the Hon. J. F. Dugout was re-elected. The Convention then adjourned to meet to-morrow at 10 o'clock.

THE CHOICE OF SENATOR BEING FIRST IN ORDER, A. J. Dugout was called to the second ballot, and was made the unanimous choice of the Convention. On the informal ballot for Representatives, the Hon. J. B. Smith was nominated, and the Hon. J. F. Dugout was re-elected. The Convention then adjourned to meet to-morrow at 10 o'clock.

have agreed on a meeting to be held Aug. 4, the day previous to the Nominating Convention, for the purpose of agreeing on a plan by which the party may avoid the disaster resultant upon a split on candidates.

THE RAILROADS.

RAILROAD ACCIDENTS.

During the month of June the following train accidents have occurred on Chicago roads: On the morning of the 4th, about 4 o'clock, near Naperville, Ill., on the Chicago, Burlington & Quincy Railroad, an extra train, east-bound, ran into a freight train, coming west, and demolishing several cars, and damaging badly the striking engine, whose tender telescoped with the car behind it. There was a dense fog at the time; but the primary cause of the accident is reported to have been neglect to put proper signals at the crossing, and a freight train was sent back by an accident. Its rear brakeman was sent back with torpedoes, but only went back a short distance, fearing to lose his train.

On the morning of the 7th, between Leas and Stewart, Ill., on the Chicago & Iowa Railroad, a freight-train was wrecked at a place where the road had been washed away in a great storm, and a car loaded with wheat fell into a stream of water. On passing away the wreck the bodies of two young men were found in the car.

On the afternoon of the 9th, nine empty cars of a train on the Chicago & Northwestern Railroad were derailed on the curve on the long trestle near Winona, Minn. On the morning of the 10th, 13 miles south of Burlington, on the Quincy & Burlington Railroad, a small wooden bridge broke under a passenger train, which was running at the rate of 20 miles an hour. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream. A rail ran nearly half a mile through the bottom of the stream, and the train was derailed. It is reported that the ends of the bridge timber were badly rotted.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 17th, a freight-train on the Michigan Central was thrown from the track at the bridge over Bonanza creek, near Dearborn, Mich., where two rails had been removed from the track, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the night of the 18th, just north of Ottawa, Ill., on the Fox River branch of the Chicago, Burlington & Quincy Railroad, a freight-train was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the night of the 23d, two sleeping-coaches of an express-train on the Chicago & Alton Road were thrown from the track near Chicago, Ill., by a broken frog. A freight-train of the Michigan Southern Railroad derailed and overturned on the morning of the 24th, at about 10 o'clock yesterday morning, cutting off both legs. The train was stopped as soon as the accident was observed, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 24th, a freight-train on the Chicago & Alton Road was wrecked, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

SPORTING NEWS.

First Day of the Dexter Park Races.

Base Ball—The Trigger.

THE TURF.

THE DEXTER PARK MEETING. The Dexter Park meeting at Dexter Park was begun yesterday afternoon under exceedingly favorable auspices, as far as the weather and the character of the sport are concerned, but the attendance was not as large as it should have been, not more than 2,500 persons being present. A small audience was to have been expected on the opening day of the season, without delay, not being near so attractive to the general public as those that follow. No doubt to-morrow, and Friday will see the largest audiences on the track that have been gathered there for many years. With one exception, the programme of yesterday was carried out to the satisfaction of everybody. Page's Band discoursed most excellent music, and the racing was conducted in an eminently fair manner, but the judges spoiled the good effect of all this by permitting an unwarrantable delay in commencing. It was generally supposed that at half-past 2 o'clock, or 3 at the outside, the horses would be on the track for the first race, and that all would be through at 6, but this was not the case. The gentlemen who had control of the track, and everything pertaining to it for the time-being, did not exercise the authority vested in them to compel delay on the part of the owners, and hence it was almost 4 o'clock before a start was secured for the trotting race. This sort of thing will not do, and a repetition of it will have a fatal effect on the entire meeting. The Taurus has no desire to dictate to the manager of the Dexter Park, but it is a pity that it should be called upon to suggest to him that accommodating the public as regards the time of beginning and ending of an entertainment is no more a secondary consideration than a primary one. It is a pity that the gentlemen who have control of the track should be so much concerned with the time of beginning and ending of an entertainment, and not so much concerned with the time of beginning and ending of an entertainment.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

by Mr. Mansur, who was handling the flag. Edwin Adams took the lead immediately, closely followed by Spendiford, and by Port Leonard. The three leaders passed the stand with about half a length's difference between them. Going around the turn they were not perceptibly different, and the three leaders passed the stand with about half a length's difference between them. Going around the turn they were not perceptibly different, and the three leaders passed the stand with about half a length's difference between them.

THE TURF. The Dexter Park meeting at Dexter Park was begun yesterday afternoon under exceedingly favorable auspices, as far as the weather and the character of the sport are concerned, but the attendance was not as large as it should have been, not more than 2,500 persons being present. A small audience was to have been expected on the opening day of the season, without delay, not being near so attractive to the general public as those that follow. No doubt to-morrow, and Friday will see the largest audiences on the track that have been gathered there for many years. With one exception, the programme of yesterday was carried out to the satisfaction of everybody. Page's Band discoursed most excellent music, and the racing was conducted in an eminently fair manner, but the judges spoiled the good effect of all this by permitting an unwarrantable delay in commencing. It was generally supposed that at half-past 2 o'clock, or 3 at the outside, the horses would be on the track for the first race, and that all would be through at 6, but this was not the case. The gentlemen who had control of the track, and everything pertaining to it for the time-being, did not exercise the authority vested in them to compel delay on the part of the owners, and hence it was almost 4 o'clock before a start was secured for the trotting race. This sort of thing will not do, and a repetition of it will have a fatal effect on the entire meeting. The Taurus has no desire to dictate to the manager of the Dexter Park, but it is a pity that it should be called upon to suggest to him that accommodating the public as regards the time of beginning and ending of an entertainment is no more a secondary consideration than a primary one. It is a pity that the gentlemen who have control of the track should be so much concerned with the time of beginning and ending of an entertainment, and not so much concerned with the time of beginning and ending of an entertainment.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

On the morning of the 10th, a freight-train on the Wisconsin cut-off of the Chicago & Northwestern Railroad derailed seven cars while trying to make a sharp curve, and the engine and four cars were wrecked, injuring the engineer and a passenger. The train was derailed, and the rest of the train—two coaches and a baggage and mail car—fell into the stream.

HENRY J. CLARKE.

Interview with the Attorney-Gen-
eral of Manitoba.

His Account of the St. Paul Assault.

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house, and on sending his card to No. 445, was promptly invited to step up. He found the ex-Premier in bed, looking very much the worse for his "reception" at St. Paul. Having previously had some acquaintance with Mr. Clarke, the reporter expressed great regret at finding him in such a condition, and asked that he would

THE TRIBUNE of yesterday morning published a dispatch from St. Paul giving an account of a brutal and well-nigh deadly assault in that city upon the Hon. Henry J. Clarke, ex-Attorney-General and Premier of the British Province of Manitoba, who was then on his way to Chicago. Learning that he had arrived in this city yesterday morning, a TRIBUNE reporter called at the Premier's house,

...alleged insanity of Ingr
and Robert Burkhart, on petition of
D. Warner, a warrant and venire was
issued to try the case, returnable forthwith.
The case was tried, and found insane. The case

DIVORCES.
DIVORCES—LEGALLY OBTAINED, NOT FRAUD-
 ulently. Fees after decree. Ten years' practice in
 the courts of Chicago. Address Post-Office Box 1091.

AGENTS WANTED.
WTS WANTED TO SELL THE CELEBRATED
 comparel Piano and Furniture Polish; can make
 to \$20 per day. **GEORGE F. ROOT & SONS,**
 10-21.

RE SALE-ON EXCHANGE-GROCERIES AND
measures for lumber and cash. Call at store in near
West Madison-st., two doors south of Madison.

RE SALE-LAUNDRY FIXTURES COMPLETE
 at a bargain. Apply at 12 Tremont-st.

DARTNER WANTED-A GOOD ACTIVE MAN
with \$2,500 capital can step into a successful
manufacturing business with \$1,000 yearly. If
want business look at this, **CHAS. MAN & CO.,**
Bellevue.

Housekeepers-
WANTED--A PRACTICAL WOMAN FOR HOUSE-
keeper. Address, in own handwriting, Y M, 1
and office.

MACHINERY.
WANTED—SECOND-HAND ENGINE L. 40 to 16 inches swing, 5 to 5 foot bed; also room with steam power. Address E. M. Tschann at

